

## Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 L-03 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00

NSC-05 SS-15 PA-01 PRS-01 USIA-06 TRSE-00 /062 W

-----051927Z 019598 /40

R 051718Z MAY 77

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 2502

INFO AMEMBASSY LONDON

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E.O. 11652 N/A

TAGS: EAIR, FR

SUBJECT: CIVAIR: NATIONAL'S MIAMI-PARIS OPERATION

REF: (A) STATE 100211 (B) STATE 90942 (C) PARIS 10006

(D) STATE 53620 (E) STATE 78673 (F) PARIS 13028

1. SINCE ESPEROU WAS TO BE ABSENT FROM PARIS ON MAY 6 AND INFORMED US THAT NO DECISION WOULD BE TAKEN ON NATIONAL DOSSIER PRIOR TO THAT DATE, WE OBTAINED APPOINTMENT WITH HIM FOR MAY 5 TO CARRY OUT REFTEL DEMARCHE. IN ADDITION REITERATING POINT CITED PARA 1 REF A WE STRESSED THAT DELAY IN RECEIPT OF DECISION WAS POSING MOUNTING HARDSHIPS FOR NATIONAL IN VIEW OF THE MANY ADMINISTRATIVE AND AND OTHER DECISIONS CARRIER HAD TO TAKE PRIOR OPENING OF THIS NEW SERVICE. WE ALSO INDICATED THAT DEPT. STRONGLY SUPPORTED NATIONAL'S DESIRE TO OPERATE FROM CDG AIRPORT, AND WE LAID SPECIAL STRESS ON IMPORTANCE TO NATIONAL OF CDG'S BETTER CONNECTIONS TO OTHER EUROPEAN POINTS.

2. ESPEROU SAID THERE WAS NO QUESTION OF USG'S

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RIGHT UNDER THE BILATERAL TO DESIGNATE NATIONAL FOR MIAMI-PARIS ROUTE. NATIONAL HAD ALSO BEEN COMMENDABLY DILIGENT IN SUPPLYING DGAC WITH ALL REQUIRED DATA. HOWEVER, SAID ESPEROU, BECAUSE DGAC HAD MUCH SMALLER STAFF THAN DID CAB DID NOT MEAN THAT DGAC WAS CONDEMNED JUST TO RUBBER-STAMP APPLICATIONS WITHOUT GIVING THEM STUDY. FOR EXAMPLE, DGAC WAS STILL

STUDYING IMPLICATIONS OF NATIONAL'S PROJECTION ON FULL-YEAR BASIS OF ONLY 4,000 PASSENGERS BETWEEN MIAMI AND PARIS. (WE NOTED FROM FIGURES WHICH ESPEROU SHOWED US THAT THIS COMPARES TO NATIONAL PROJECTION OF CARRIAGE OF SOME 12,000 PASSENGERS ON ANNUAL BASIS BETWEEN HOUSTON AND PARIS.) ESPEROU SAID DGAC HAD SOME RESERVATIONS OVER WHETHER SO LOW A PROJECTION FOR MIAMI-PARIS TRAFFIC WOULD JUSTIFY FOUR FLIGHTS WEEKLY. (COMMENT: WE CHOSE NOT TO ARGUE THIS POINT WITH ESPEROU BECAUSE (1) WE PREFERRED TO LET NATIONAL REPS ADDRESS THEMSELVES TO TRAFFIC PROJECTIONS AND (2) WE FELT THAT IT MIGHT MUDDY THE WATERS IF WE WERE TO EMPHASIZE HIGH PERCENTAGE OF BEYOND TRAFFIC NATIONAL EXPECTS TO CARRY IN VIEW IMPLICATIONS FOR DGAC AUTHORIZATION OF PROVISIONS OF SECTION IV(D) OF ANNEX TO THE BILATERAL.)

3. ESPEROU EXPRESSED CONCERN ON TWO OTHER POINTS. FIRST, DEPT. HAD RECOMMENDED TO CAB THAT APPROVAL OF NATIONAL SERVICE TO PARIS BE CONTINGENT ON SUSPENSION OF CARRIER'S SERVICE TO LONDON IN EVENT OF FAILURE OF US-UK NEGOTIATIONS. QUESTION WAS WHETHER NATIONAL'S SERVICE TO PARIS WAS STILL A FACTOR BEARING ON US-UK TALKS. SECONDLY, THERE WAS THE QUESTION OF WHETHER NATIONAL WAS COMING TO PARIS FOR THREE MONTHS OR FOR LONGER. ESPEROU HERE REPEATED WHAT HE HAD TOLD US EARLIER AS REPORTED PARA 2 REF C. SERVICE LIMITED TO THREE MONTHS LIMITED OFFICIAL USE

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WAS ONE THING BUT IF NATIONAL WERE TO STAY ON FOR LONGER PERIOD OR PERMANENTLY THEN THIS WOULD CONFRONT DGAC WITH QUITE A DIFFERENT SITUATION, WHICH WOULD BE COMPLICATED ALL THE MORE IF AFTER EXPIRATION OF PANAM-TWA ROUTE SWAP PANAM RESUMED SCHEDULED SERVICE TO PARIS. AIR FRANCE WOULD THEN BE EXPOSED TO COMPETITION FROM THREE US CARRIERS ON TRANSATLANTIC ROUTES. DGAC HAD ALSO LEARNED FROM GOF INTER-AGENCY COMMITTEE THAT PASSES ON INVESTMENTS BY FOREIGN COMPANIES THAT NATIONAL WAS PLANNING CONSIDERABLE EXPANSION IN OFFICE SPACE IN PARIS AS WELL AS HIRING OF MUCH NEW STAFF, WHICH HARDLY SEEMED CONSISTENT WITH SHORT-TIME OPERATION.

4. IN RESPONSE WE CITED CAB ORDER EXPLAINING WHY CAB HAD NOT SEEN FIT TO FOLLOW DEPT.'S RECOMMENDATION. WE THEN REPEATED THE POINTS REPORTED PARA 3 REF C, REMINDING HIM OF THIS EARLIER CONVERSATION. WE COULD ASSURE DGAC THAT

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NSC-05 SS-15 PA-01 PRS-01 USIA-06 TRSE-00 /062 W  
-----051929Z 019606 /40

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NATIONAL HAD BEEN GIVEN NO ASSURANCE OR GUARANTEE  
BEYOND THREE MONTH PERMIT. IF IN THESE  
CIRCUMSTANCES NATIONAL WISHED TO INCUR CONSIDERABLE  
EXPENSE IN OPENING MIAMI-PARIS ROUTE IN EXPECTATION  
CAB AUTHORIZATION WOULD BE EXTENDED, THEN IT WAS  
AT NATIONAL'S OWN RISK AND WAS ITS OWN RESPONSIBILITY.  
WE THEN POINTED OUT, HOWEVER, THAT THIS WHOLE  
QUESTION OF DURATION OF NATIONAL'S PRESENT AUTHORIZA-  
TION WAS WHOLLY IRRELEVANT ANYHOW TO THE QUESTION  
OF DGAC AUTHORIZATION. USG HAD DESIGNATED NATIONAL  
TO OPERATE ON MIAMI-PARIS ROUTE WITHOUT ANY  
LIMITATION AS TO DURATION (REF D). IF NATIONAL  
WERE, IN FACT, SUBSEQUENTLY TO BE AUTHORIZED BY  
CAB TO SERVE PARIS FOR A LONGER PERIOD OR PERHAPS  
PERMANENTLY WHEN THE TRANSATLANTIC ROUTE PROCEEDING  
WAS FINALLY TERMINATED, AND IF PANAM WERE IN  
ADDITION TO RESUME ITS SERVICE TO PARIS, THEN THE  
GOF ALWAYS HAD THE RIGHT, IN EITHER CASE, TO REQUEST  
CONSULTATIONS UNDER THE BILATERAL IF THE GOF FELT  
THAT THE BALANCE OF BENEFITS HAD BEEN UPSET. BUT  
THIS WAS QUITE A SEPARATE MATTER FROM RESPONSE TO  
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FORMAL DESIGNATION OF A CARRIER TO EXPLOIT A ROUTE  
FOR WHICH TRAFFIC RIGHTS ALREADY EXISTED.

5. ON THE SUBJECT OF CDG, ESPEROU SAID THAT THIS WAS AN ESPECIALLY DELICATE PROBLEM FOR THE GOF, ESPECIALLY SINCE THE CLOSING OF LE BOURGET AIRPORT HAD ADDED TO THE CONGESTION AT CDG. EFFORTS TO HAVE CARRIERS LOCATED AT CDG IN THE PAST HAD OFTEN BEEN SUPPORTED BY DIPLOMATIC DEMARCHES, AND BECAUSE OF THE RESULTANT SENSITIVITY DECISIONS IN THIS MATTER WERE TAKEN BY STATE SECRETARY OF TRANSPORTATION CAVAILLE AND SOMETIMES EVEN BUCKED UP TO FOURCADE, MINISTER OF EQUIPMENT (INCLUDING TRANSPORTATION). WE SAID THAT WHILE SYMPATHETIC TO THE GOF'S PROBLEM WE HOPED THE DGAC WOULD USE ITS INFLUENCE TO SEEK TO ACCOMMODATE NATIONAL AT CDG, AND IF THIS PROVED TO BE A PROBLEM THEN WE WOULD APPRECIATE BEING ALERTED BY DGAC SO THAT WE COULD ADVANCE OTHER TECHNICAL AND LEGAL ARGUMENTS (REF E) IN SUPPORT OF NATIONAL'S CASE FOR CDG. (COMMENT: UNDER THE CIRCUMSTANCES WE THOUGHT IT WISER TO LEAVE THINGS AT THAT, SO AS NOT TO DETRACT FROM THE MAIN THRUST OF OUR DEMARCHE WHICH WAS TO OBTAIN PROMPT AUTHORIZATION OF NATIONAL SERVICE.)

6. WHEN WE ASKED WHEN DGAC AUTHORIZATION MIGHT BE FORTHCOMING, ESPEROU SAID HE COULD NOT SAY. CIVAIR MATTERS THESE DAYS SOMETIMES PREOCCUPIED THE HIGHEST LEVELS OF THE GOF AND HE COULD NOT EXCLUDE THE POSSIBILITY THAT THE NATIONAL DOSSIER MIGHT HAVE TO BE REFERRED TO HIGHER AUTHORITY. WE ASKED POINTBLANK IF THERE WAS ANY OTHER ISSUE COMPLICATING THE DGAC'S CONSIDERATION OF THE NATIONAL DOSSIER. ESPEROU INSISTED THAT THERE WAS NOT, AND THE DGAC WAS PROCESSING THE DOSSIER SOLELY ON ITS MERITS. WE URGED ANEW THAT EVERY LIMITED OFFICIAL USE

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EFFORT BE MADE BY THE DGAC TO COMPLETE ITS ACTION SOONEST.

7. THE QUESTION OF CANCUN (PARA 1 REF A) DID NOT COME UP.

8. IMMEDIATELY AFTERWARDS WE APPRISED NATIONAL'S VICE PRESIDENT BROCK, AND NATIONAL'S PARIS REP, REBOURS, OF THE RESULTS OF OUR MEETING WITH

ESPEROU. THEY HAVE AN APPOINTMENT TO CALL ON ABRAHAM ON MAY 6. AT THE SUGGESTION OF LANSALOT-BASOU OF THE FRENCH EMBASSY WASHINGTON THEY WERE ALSO SEEKING APPOINTMENT WITH CUVILLIER OF FOREIGN MINISTRY. (WE HAD LEARNED OF APPROACH TO CUVILLIER FROM ESPEROU.) WE SUGGESTED THAT IT MIGHT BE BETTER TO LEAVE THE FOREIGN MINISTRY TO THE EMBASSY. BROCK AND REBOURS ALSO HAVE APPOINTMENT TO MEET WITH ESPEROU ON MONDAY.

9. WE COUNSELED BROCK TO SET ABRAHAM'S MIND AT REST BY REASSURING HIM ON THE PRESENTLY AUTHORIZED THREE-MONTH DURATION OF NATIONAL'S SERVICE (REBOURS WILL PRODUCE IF NECESSARY WORK CONTRACTS LIMITED TO THAT NINETY-DAY PERIOD), AND OFFER TO RESOLVE ALL REMAINING TECHNICAL DETAILS WITH ESPEROU AT THE MEETING ON MAY 9. THIS WOULD THEN MAKE IT FAR MORE

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DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00  
NSC-05 SS-15 PA-01 PRS-01 USIA-06 TRSE-00 /062 W  
-----051930Z 019845 /40

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DIFFICULT FOR THE DGAC TO DELAY AUTHORIZATION MUCH BEYOND THAT DATE. BROCK ALSO THOUGHT THAT IF AUTHORIZATION WAS FORTHCOMING THEN PERHAPS NATIONAL MIGHT BE BEST ADVISED TO GO AHEAD AND BEGIN MAKING ARRANGEMENTS FOR OPERATIONS AT ORLY. WE WARNED THAT IF NATIONAL ACCEPTED ONLY FOR THE THREE-MONTH PERIOD THEN IT MIGHT BE VERY DIFFICULT TO SWITCH

TO CDG LATER IF NATIONAL'S AUTHORIZATION TO SERVE  
PARIS WAS EXTENDED BY THE CAB. REBOURS AGREED.  
WE ALSO POINTED OUT TO THEM THAT EMPHASIZING THREE-  
MONTH DURATION OF NATIONAL'S PRESENT AUTHORIZATION, ON  
WHICH DGAC SEEMED SENSITIVE, ALSO ENTAILED RISK  
DGAC MIGHT BE LESS DISPOSED TO ACCOMMODATE NATIONAL  
AT CDG FOR SO SHORT A TIME. WE NOTED THAT WE HAD  
REMARKED IN PASSING TO ESPEROU THAT WE UNDERSTOOD  
LOFLEIDIR HAD RECEIVED QUICK AUTHORIZATION TO  
SERVE PARIS (PARA 6 REF F); ESPEROU HAD REPLIED  
THAT IT WAS "ICELANDIC" AND NOT LOFLEIDIR AND ANYWAY  
WAS FOR ONLY A FOUR-MONTH PERIOD BASED AT ORLY.

10. COMMENT: WE DON'T QUITE KNOW WHAT TO MAKE OF  
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THE DGAC AND THE REASONS FOR THE CONTINUING DALAY  
IN THE PROCESSING OF NATIONAL'S DOSSIER. IF  
ESPEROU IS TO BE BELIEVED, THEN LEVERAGE ON RELATED  
ISSUES SUCH AS TORONTO OR CONCORDE IS NOT A FACTOR,  
THOUGH WE DON'T RULE OUT THE POSSIBILITY THAT THE  
HIGHER LEVEL GOF INTEREST TO WHICH  
ESPEROU REFERRED COULD REFLECT INSTRUCTIONS TO  
"BE BEASTLY TO THE AMERICANS" UNTIL CONCORDE PROBLEMS,  
FOR EXAMPLE, ARE RESOLVED. HOWEVER, THIS WOULD  
MAKE SENSE ONLY IF THE GOF WERE TO MAKE IT  
KNOWN TO US THAT ITS BEASTLINESS HAD A  
DEFINITE CAUSE, AND ESPEROU CERTAINLY GAVE US  
NO CLUE OF THIS. AS WE CONTINUE TO CAST ABOUT FOR  
A POSSIBLE EXPLANATION WE WONDER WHETHER THE  
DELAY MIGHT NOT REFLECT NOTHING MORE THAN ABRAHAM'S  
ORNERINESS REFLECTING HIS ( AND HIS CIVAIR  
ADMINISTRATION'S) OFT-EXPRESSED IRRITATION WITH  
THE SLOWNESS OF CAB PROCEDURES IN GENERAL. PERHAPS  
THE DGAC IS SMUGLY CONTENT TO GIVE US BACK SOME OF  
OUR OWN MEDICINE. WE WILL BE SEEING CLAUDE-LAFONTAINE  
OF FOREIGN MINISTRY ON THIS SAME SUBJECT SOON AND  
PERHAPS THAT CONVERSATION WILL THROW A LITTLE  
MORE LIGHT ON THE SUBJECT.  
GAMMON

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## Message Attributes

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**Channel Indicators:** n/a  
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**Decaption Date:** 01-Jan-1960 12:00:00 am  
**Decaption Note:**  
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**Disposition Approved on Date:**  
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**Original Classification:** LIMITED OFFICIAL USE  
**Original Handling Restrictions:** n/a  
**Original Previous Classification:** n/a  
**Original Previous Handling Restrictions:** n/a  
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**Previous Channel Indicators:** n/a  
**Previous Classification:** LIMITED OFFICIAL USE  
**Previous Handling Restrictions:** n/a  
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**Retention:** 0  
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**Status:** NATIVE  
**Subject:** CIVAIR: NATIONAL'S MIAMI-PARIS OPERATION  
**TAGS:** EAIR, FR, US, NATIONAL AIRLINES  
**To:** STATE  
**Type:** TE  
**vdkgvwkey:** odhc://SAS/SAS.dbo.SAS\_Docs/f575179a-c288-dd11-92da-001cc4696bcc  
**Review Markings:**  
Margaret P. Grafeld  
Declassified/Released  
US Department of State  
EO Systematic Review  
22 May 2009  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009